INSTALLATION INSTRUCTIONS

BAKER DRIVETRAIN

PREMIUM DRIVETRAIN INNOVATIONS
FOR AMERICAN MOTORCYCLES

BAKER +1 OIL PAN

OVERVIEW

V.2-29-08

BAKER+1 OIL PAN INSTALLATION

FEATURES:

- 1 piece Cast A356-T6 Aluminum
- Reduces engine oil temperature by 10 degrees on an 80 degree day.
- Multiple integral baffles eliminate the stock plastic baffle with springs.
- BAKER +1 Pan has the feed located in the rear and return in the front for more complete system circulation.
- Structurally located integral boss for Alloy Art TXR stabalizer. Website: www.alloyart.com

APPLICATION:

• 1993 – 2008 FLH MODELS

SKILL LEVEL:

As with most things in life there is no substitute for skill and experience. It is highly recommended by BAKER Drivetrain that when performing this task or any task related to the Drivetrain components on your motorcycle, that you refer to your Factory Service Manual for your specific model of bike.

SOME HAND TOOLS AND SHOP SUPPLIES REQUIRED:

• 5/8” wrench or socket
• 3/16” Allen Socket
• Torque Wrench
• 3/16” Allen
•Transmission Fluid - BAKER recommends: Spectro 75W 140 for best performance. other options are: Belray, Redline, or H-D transmission fluid.
• Motor Oil (20W50)
• Blue Thread locker

BAKER+1 OIL PAN INSTALLATION:

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INCLUDED PARTS

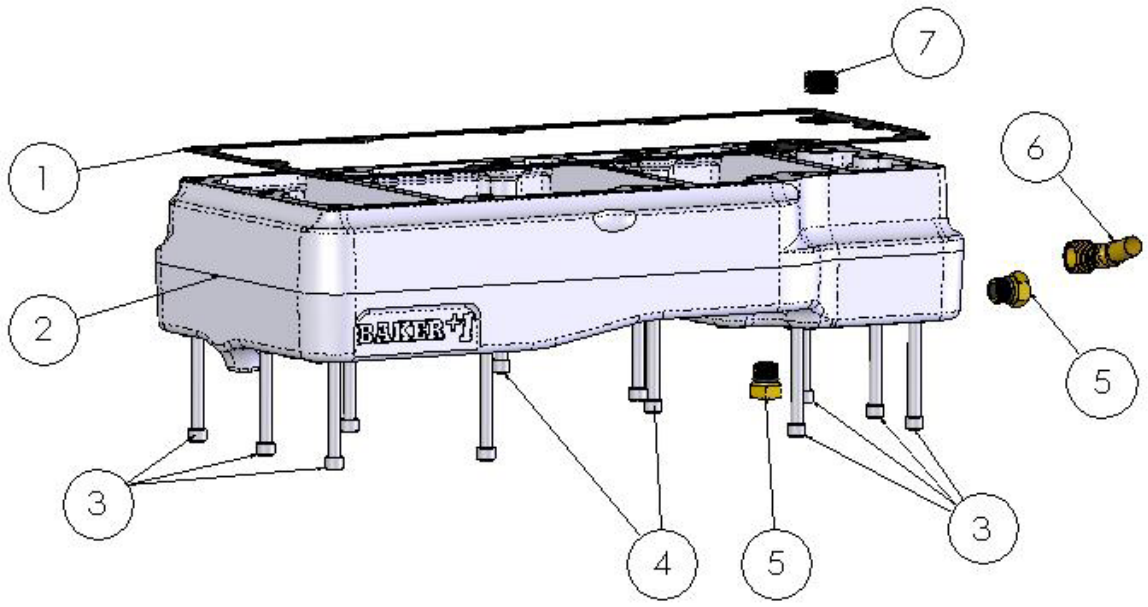


Figure 1

THE FOLLOWING PARTS ARE INCLUDED AS SHOWN IN FIGURE 1

NUMBER	QTY	P/N	DESCRIPTION
1	1	26077-99A	Gasket (H-D)
2	*	BD-5QTP	Oil Pan, Polished
2	*	BD-5QTB	Oil Pan, Black
2	*	BD-5QTR	Oil Pan, Silver
3	10	25C350KCSS/P	¼″-20 x 3 ½ SHCS S.S.
4	2	25C300KCSS/P	¼″-20 x 3 SHCS S.S.
5	2	22H-SO5M	Hex Zero Leak Drain Plug
6	*	MM32-042	Elbow Fitting
7	*	45893-99	3/8″ NPT Plug

*= Customer Preference, Year, and Model Specific.

PREPARATION AND DISSASSEMBLY:

PREPARATION:

Support motorcycle on a proper lift or jack. Take extra precautions to make sure motorcycle stays stable and stationary. For your safety place motorcycle in 1st gear.

DISSASSEMBLY:

1. FOR YOUR SAFETY, DISCONNECT BOTH BATTERY CABLES (FAILURE TO DUE SO COULD RESULT IN PERSONAL INJURY).

2. Remove your transmission and oil drain plugs, drain fluids and dispose of at your local recycler.

3. Remove your rear wheel following the Factory Service Manual using proper safety precautions and tools.

4. Some models and or aftermarket exhaust systems might have to be removed in order to remove rear wheel/pivot shaft bolt.

5. With the rear of the motorcycle in the air; rear wheel removed, place a block of wood or two under the motorcycle frame toward the rear (a couple of 4x4's will work well) to enable you to lower and remove the jack while keeping the motorcycle raised in the rear.

6. Place the jack under the motor with a small block of wood (small enough so it just contacts the bottom of the motor not the frame).

7. Remove your swing arm pivot shaft ¾ of the way or enough to clear the transmission tail section following your Factory Service Manual.

8. Raise the jack under the motor until the tail shaft of the transmission is about an inch above its original location. This will give you the necessary room for removal and installation of the oil pan.

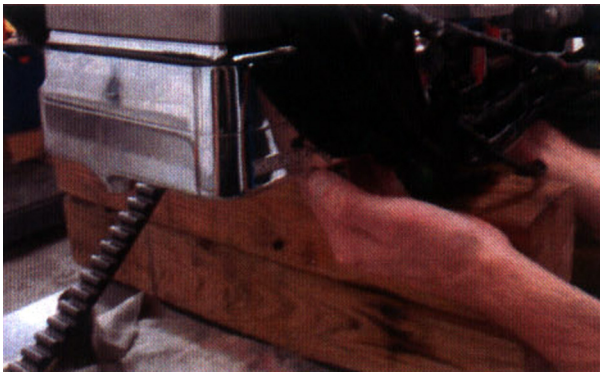
TAKE PRECAUTION WHEN RAISING THE MOTOR AND TRANSMISSION TAIL SECTION THAT YOU DO NOT BIND OR KINK ANY CONNECTORS OR MOTOR MOUNT LINKAGE.

9. Remove the factory oil pan following the Factory Service Manual.

FAILURE TO TAKE PRECAUTIONS WHEN LOWERING THE MOTORCYCLE, OR MOVING JACKS COULD RESULT IN GREAT PERSONAL INJURY. MAKE SURE MOTORCYCLE REMAINS STABLE WHEN PREFORMING TASKS.

PREPARATION AND INSTALLATION:

BAKER + ONE OIL PAN PREP:



The BAKER+1 Pan comes ready to install, please follow these steps to ensure proper installation.

1. Check for any debris inside the oil pans from shipping.

THE OIL PAN MUST BE CLEAN OF ALL DEBRIS TO AVOID ENGINE DAMAGE. Take a blow gun and blow through the pick up tube to ensure no debris is present.

2. Clean gasket surface area on transmission with brake cleaner or suitable cleaning solvent.

INSTALLATION:

1. Install the oil pan with stock gasket (p/n 26077-99A). See Figures 2 and 3.

Apply Blue Thread Lock to all bolts. Bolts 1,2 (14-20 x 3" SHCS) and 5, 6 (1/4-20 x 3"SHCS) might have to be held into position while installing pan in order to clear the frame crossmember. Refer to Figure 3.

2. Start the 4 bolts held into position during install by hand, making sure the gasket is aligned. This will hold the pan and gasket in position.

3. Install the remaining eight 1/4"-20 x 3 1/2" SHCS with blue thread lock.

4. Snug all bolts to 110 in-lbs following the torque sequence shown in Figure 3.

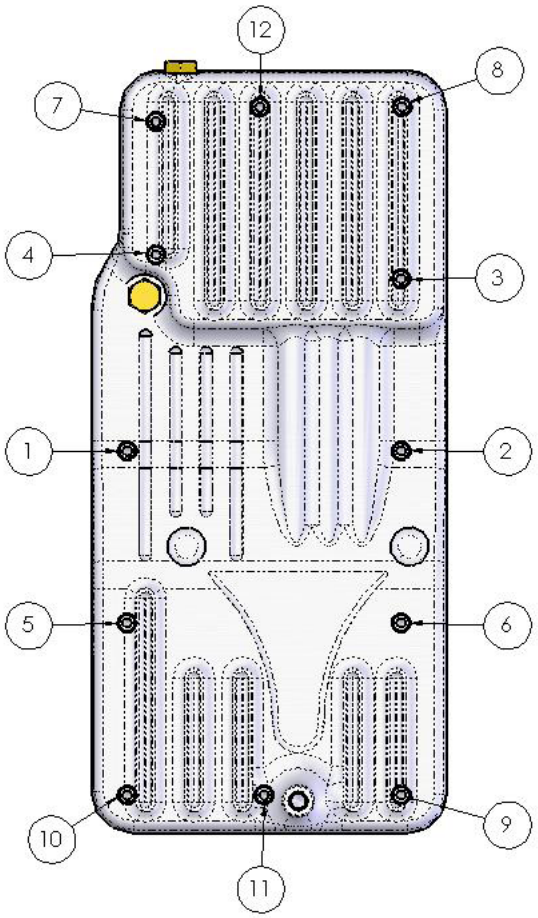


Figure 3
Torque Sequnce

INSTALLATION:

6. Lower the jack to realign the swing arm and transmission tail shaft.

7. Install the swing arm pivot bolt following the Factory Service Manual.

8. Install the rear wheel following the Factory Service Manual.

9. Fill transmission with 20-24 fl oz for 1993-2006, or 32 fl oz for 2007-newer, with transmission fluid. Fluid can be checked by removing the oil level plug.

10. Fill oil pan with 20w50 HD oil or customer preferred oil. Check oil level and add as required following your Factory Service Manual.

11. Install exhaust system if removed.

Once the maiden voyage had been made around the block or down the road. Take the time to double check all fasteners for tightness. Also with the bike as close to level as you can safely get it, and the transmission fluid / oil warmed up, double check the level of the fluids. Top off if necessary.

Figure 4- Shown with Alloy Art TRX

TERMS

SPECIAL ORDERS

A minimum $500 deposit is required with all special orders. Special orders include unique case finishes, unique side door requests (i.e.; wrinkle black door or no logo).

ALL OTHER ORDERS

Orders can be pre-paid using VISA, Mastercard or American Express.

Prices shown are F.O.B. Haslett, MI. BAKER™ provides free UPS ground shipping on all retail orders for complete transmissions or transmission kit. UPS air shipment is available upon request. Customer is responsible for air shipment premiums.

LIMITED WARRANTY

BAKER™ Inc. transmission assemblies, transmission kits, primaries, belt drives and wide tire kits are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of 5 years from the date of purchase or up to 60,000 miles - whichever is sooner.

If the product is found by BAKER™ to be defective, such products will, at the option of BAKER™, be replaced or repaired at cost to BAKER™.

In the event warranty service is required, the original purchaser must call or write BAKER™ immediately with the problem.

If it is deemed necessary for BAKER™ to make an evaluation to determine whether the transmission assembly or transmission kit is defective, the entire transmission assembly, whether originally purchased as an assembly or kit, must be properly packaged and returned prepaid to BAKER™ with a copy of the original invoice of purchase.

If after an evaluation has been made by BAKER™ and a defect in materials and/or workmanship is found, BAKER™ will, at BAKER's option, repair or replace the defective part of the assembly.

Warranty card must be returned within 45 days of purchase to be valid.

ADDITIONAL WARRANTY PROVISIONS

This limited warranty does not cover labor or other costs or expenses incidental to the repair and or replacement of BAKER™ products. This warranty does not apply if one or more of the following situations is judged by BAKER™ to be relevant: improper installation, accident, modification (including but not limited to use of unauthorized parts), racing, high performance application, mishandling, misapplication, neglect (including but not limited to improper maintenance), or improper repair.

BAKER™ shall not be liable for any consequential or incidental damages arising out of or in connection with a BAKER™ transmission assembly, transmission kit, swingarm, fender, component or part. Consequential damages shall include without limitation, loss of use, income or profit, or losses sustained as the result of injury (including death) to any person or loss of or damage to property.

BAKER™ transmissions, transmission kits, primaries, belt drives, and Wide Tire Kits are designed exclusively for use in Harley-Davidson® motorcycles. BAKER™ shall have no warranty or liability obligation if a BAKER™ part is used in any other application.

If it is determined that a BAKER™ transmission assembly has been disassembled during the warranty period for any reason, this limited warranty will no longer apply.

DISCLAIMER

The words Harley, and H-D are registered trademarks and are for reference only. Use of H-D model designations and part numbers are for reference only. BAKER Drivetrain has no association with, and makes no claim against, these words, trademarks, or companies.

It is the sole responsibility of the user to determine the suitability of this product for his or her use, and the user shall assume all legal, personal injury risk and liability and all other as well as all other obligations, duties and risks associated therewith.

CUSTOMER SUPPORT

For any installation or service questions, please contact our BAKER technical department toll free: 1-877-640-2004.

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On the web:
www.bakerdrivetrain.com